

RAILWAY JOTTINGS.

South Inch for the engine, carriage, and waggon buildings of the companies, as well as for their merchandise establishments.—A new Moravian chapel has lately been erected at Bath. A local paper says, it is a "specimen of architectural taste, highly creditable to Mr. Wilson, by whom it was designed. Mr. Aust, the builder, has astonished all observers by the rapid advancement of this substantial structure. It was commenced about the end of March, and is now complete for the use of the congregation."—The first stone of a new quay, at Wisbech, was laid yesterday week, by Dr. Whitard, the mayor. It is said that the authorities, in the construction of this work, are determined to combine ornament with utility.—A new church has lately been erected at Leeds, and said to be of very costly and splendid architecture, bearing many of the features of the churches prior to the Reformation. Reports state that it is designed as a model of the churches approved by the highest purveyors.—The restoration of the Norman Tower, Bury St. Edmunds, is proceeding. The Cambridge Camden Society has lately voted the sum of ten pounds towards the work, "which they trust will be received as a token of their good-will, and as a proof that, did their funds allow, they would be happy to appropriate a much larger sum to so praiseworthy a restoration."—There is a rumour prevalent in the town and garrison of Woolwich, that her Majesty's government have it in contemplation to cause an extensive and commodious pier to be erected by the side of Globe-lane, on the bank of the Thames, in a direct line with Beresford-street, which leads to the Royal Arsenal, to accomplish which a number of old dilapidated houses, nearly fallen into decay, between Beresford-street and the water-side, will have to be razed to the ground, which can easily be done, as the leases are nearly expired.—A lithographed plan of a projected dock at Sunderland has been issued. It appears that the dock will be situated a little to the south of the harbour, having an outlet into Hendon Bay; it will embrace an area of twenty-six acres, 3,160 feet in length, and 350 in width. A sea wall will be constructed, commencing a little beyond the commissioners' works, and, proceeding to the south-east of the Dove Rock, will be partly built upon the rock, and protected by jetties thrown out into the sea. Between the jetties an additional natural barrier will be formed by the accumulation of banks of sand. In the dock 350 vessels will be able at all times to lie afloat. The project is brought forward under the auspices of Mr. Hudson, and excites great interest in the north of England.—Many plans have been proposed to supply the deficiency of water felt in Glasgow. We have this week to record another, which in novelty, extent, and practicability, seems to warrant attention. The scheme is to bring water by gravitation from Loch Katrine, by an aqueduct, to one or more distributing reservoirs adjacent to the city. The plan of taking the water from so large a natural fountain reservoir as Loch Katrine does away with the necessity for artificial fountain dams, at once very expensive and involving considerable risk. The water of Loch Katrine is very soft, and of perfect purity, even in seasons of drought, being collected from a district of steep bare hills, of the primitive formations. The level of the lake is an inch above the level of the Clyde, at Glasgow, that the water may be conducted from it to the highest ground in the neighbourhood of the city.—At Killerton House, near Exeter, the seat of Sir Thomas D. Acland, Bart., a new range of hot-houses is in course of erection by Mr. Clarke, the hot-house Builder of Exeter, who has introduced all the modern improvements in construction, as well as in ventilating and heating. The *Western Luminary*, in giving a description of the house and grounds, draws attention to a novelty which may prove worthy the notice of those engaged in similar constructions. Where vines are planted outside the house, instead of cutting the sill or bottom rail of the front sashes, to admit the vines, a false sill is introduced on the top of the main sill, and fastened to the uprights by means of a bolt at each side. This answers the purpose admirably, and without weakening any part of the building.—Notice has been inserted in the *London Gazette* to the effect, that application is in-

tended to be made to parliament in the ensuing session for an act to authorise the erection of an Exchange, News Room and other public buildings, together with approaches thereto, in the parishes of the Holy Trinity and St. Mary, or one of them, in the town of Kingston-upon-Hull, and to incorporate a company, for the purpose of carrying such objects into effect.—At a general meeting of the subscribers to the Hull Cemetery Company held last week, after hearing the report of the provisional committee read, it was resolved that immediate steps be taken for securing the purchase of the very suitable site near the Old Waterworks, offered by Henry Broadly, Esq., M.P. It was stated that in case the cemetery was formed on Mr. Broadly's ground, application would be made for the Government grant for making a promenade on the spring bank, as had already been proposed.—After a long and careful inquiry into the state and capabilities of Hull as a port, lately made by the Tidal Harbour Commissioners, Captain Washington, R.N., and Aaron Chapman, Esq., M.P. Those gentlemen declared the capabilities of the port to be infinitely superior to Liverpool, and to be absolutely unparalleled in the country. They declared that proper attention to its facilities for trade during the last forty years would have rendered its trade at this moment double what it is, and that nothing but the most reckless apathy of its inhabitants can prevent its rise, within a limited number of years, to a degree of business of which few of its residents have more than the faintest idea. To their certain knowledge there was no port possessing equal natural advantages in the kingdom—none superior in the world.—On Thursday, the 30th ultimo, the first stone of a new church was laid by Lady Adeliza Manners, at Woolsthorpe, Lincolnshire, the birth place of Newton. The estimated cost is 2,500*l.*, of which 2,000*l.* has been raised.—It is understood that the Ecclesiastical Commissioners intend pulling down the old deanery at Lincoln, and building a new one for the residence of the new dean.—Among the projects in the north, we observe one for a tunnel to connect the opposite shores of the Clyde, beneath its bed—the spot chosen being a little above Govan, at or near the lands of Heatherby Hall.—The new church at Woodford lately erected under the superintendence of Messrs. Wyatt and Brandon, was consecrated last week by Bishop of Salisbury. The old church with the exception of the tower, which is comparatively of recent date, was entirely removed.—The town of Galway has been fixed on, as the capital of the western province, for the site of one of the new Irish colleges.—A colossal statue is about to be erected to the memory of Sir James Shaw, late Chamberlain of the city of London. Mr. Fillins is the sculptor selected. It will be placed conspicuously in Kilmarnock, the birth-place of Sir James.—Llanely church, which has lately undergone a thorough repair and been considerably enlarged, was re-opened last week by the Bishop of St. David's.

BUST OF ROBERT LORD CLIVE, K.B.—We understand that a splendid bust of the great Lord Clive has arrived at Powis Castle. It has been executed in Carrara marble, of the purest quality, by desire of his grandson, the present Earl of Powis, K.G. It may be mentioned, that although several portraits of his lordship were painted, this is the first and only bust in existence being modelled from a full-length portrait at Walcot, and does infinite credit to the correct taste and skill of the sculptor, John Eran Thomas, F.S.A., of London, whose chisel has imparted to this fine intellectual head, a life-like appearance, beaming with that benevolence and generous feeling which characterised his lordship's life; while the features are strikingly formed to command, and marked with determination to carry out its resolves. His lordship represented the town of Shrewsbury in parliament for nearly fourteen years; he was elected mayor in 1762, and filled the honourable office of recorder from 1771 to his decease, November 22nd, 1774.—*Shropshire Journal.*

ACCIDENT AT ST. JOHN'S CHURCH, WOOLWICH.—An account has reached us, of the fall of part of this edifice. As we are ignorant of the real cause, and have not yet inspected the building personally, we postpone comment.

The station at the Eastern Counties is to be enlarged by taking down the houses between the station and Spitalfields church, clearing away the whole south side of Union-street.—An attempt is being made to establish an institution at the West-end of London, for the collection and promulgation of information respecting railways, mines, &c., and to co-operate with the several public places of meeting in the city by means of the electric telegraph. It is proposed to purchase the Adelaide Gallery for the locale, and to alter it very considerably for the purposes required.—The South Eastern has concluded contracts for the Ashford and Hastings. Within eight months the line between Ashford and Rye is to be completed.—The London and Birmingham has decided upon immediately laying down a second line of rails between Peterborough and Northampton, the traffic upon the present single line far exceeded expectation.—The contract for the Altrincham line, seven miles in length, was taken by Mr. Brogden, and the South Junction by Mr. David Bellhouse, of Manchester. The latter line, which will connect the Manchester and Birmingham with the Liverpool and Manchester will commence at London-road, and terminate at Ordsall-lane, Salford; the whole length, one mile and three-quarters, being carried on brick and stone arches, and thirteen large iron bridges, three of which will be respectively 105 feet, and 71 feet in span.—Mr. Nash, the prosecutor of the two railway robbers, Maynard and Garratt, terminates his praiseworthy labours, by offering the following advice to travellers:—"1. Let the passengers watch and see their luggage put into the luggage van or train, and not be content with seeing it on the platform. 2. As far as practicable, take small luggage and packages into the carriages with themselves. 3. Not to mention that their packages are valuable. 4. To have their names and addresses, and particularly the place going to, posted on the outside (and not merely tied on) their luggage. 5. To advertise and make known to the chief superintendents and police authorities (to have put in the *Police Gazette*) their losses, and contents and marks of property lost. Bearing in mind that it is on the platforms most of the abstractions take place, mistakes and exchanges are effected, and more will happen, until a quick and secure arrangement be made."—The purchases of land for the Berks and Hants, which is to unite the Great Western and South-Western, are nearly completed. The directors of the Great Western, also, have let the works between Hungerford and Basingstoke to contractors. The workmen are engaged shaft-sinking.—Mr. Hudson, as the representative of the Newcastle and Darlington Company, has offered to take the Durham and Sunderland Railway, with all its liabilities, amounting to 300,000*l.*, paying the shareholders 31*l.* 10*s.* per share; and his offer has been accepted.—Mr. Robert Stephenson has left England for Italy and Spain, to superintend operations on various railways in those countries. He is not expected to return until the close of the year.—With the view to prevent or lessen the evils of accidents resulting from collision, it has been suggested that every passenger train should be accompanied in the rear by a carriage constructed entirely of powerful springs and some such material as India-rubber, of elasticity enough to act and recoil effectually under a violent collision, performing in those extraordinary circumstances the purpose that the buffers serve in ordinary.

ST. ALBAN'S ARCHITECTURAL SOCIETY.—The object of this society is to aid in promoting a more general acquaintance with those memorials of past ages which tend to illustrate the history and principles of architecture in England. With this view, its attention will be principally directed to the Abbey Church of St. Alban's and the several churches within the county; not, however, excluding other examples of the earlier or middle ages. The society is at present but in its infancy, yet it already numbers amongst its patrons and members, the Marquis of Northampton, president of the Royal Society, the Bishop of Oxford, the Archdeacon Burney, the rector of St. Alban's, and a considerable list both of clergy and laity.